

The Hongkong Telegraph.

WEATHER FORECAST.
FAIR.

(ESTABLISHED 1861.)

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December 19th, 1911, Temperature a.m. 71, p.m. 71; Humidity...83, 83.

December 19th, 1910, Temperature a.m. 55, 4 p.m. 50; Humidity...58, 53.

No. 5074

號一初月壹拾年三義宣

WEDNESDAY, DECEMBER 20 1911.

三拜禮

號十二月貳拾英港香

836 van Anson
SINGAPORE CORR 10 ONE.

TELEGRAMS.

THE REBELLION.

FOREIGN COUNSEL.

[Service to the "Telegraph."]

Durban, Dec. 19, 11.25 p.m.

The legations at Peking, on the authority of their respective Governments, have sent a message to the peace conference at Shanghai, through the consuls, urging the importance of a friendly settlement in the interests both of China and of the foreigners within her borders.—Reuter.

NEWS FROM PEKING.

Peking, Dec. 19.

The Manchurian and the banner troops are demanding from Yuan Shih-kai extra allowances. They became greatly dissatisfied on hearing from Yuan that, owing to the state of the finances, their demands could not be complied with.—"Sheung Po."

NEWS FROM SHANGHAI.

Shanghai, Dec. 19.

Yesterday H.E. Tang Shao-yi and Dr. Wu Ting-fang exchanged and examined credentials at the Town Hall. They decided to suspend hostilities before the opening of negotiations which will take place to-morrow. The peace articles have not been made public. H.E. Tang Shao-yi subsequently telegraphed to H.E. Yuan Shih-kai for the temporary suspension of hostilities.—"Sheung Po."

The combined forces at Nanking have elected Li Tin-choy and Hung Sing-tin as commanders of the rival and military forces respectively for the relief of the revolutionaries at Hupoh.

The foreign ministers at Peking have protested to the Ministry of Foreign Affairs against the appointment of General Fung Kwok-cheung to the command of the Imperial Body guards. The Ministers asked that the edict of appointment should be cancelled.

General Chang Wai-oh, in command of the Olukhi forces, is enlisting men for ten regiments for the modern army in Tientsin.—"Sheung Po."

TELEGRAMS.

THE REBELLION.

TUAN FANG MURDERED.

Via Bombay, Dec. 19, 2.5 p.m.

Reuter's correspondent at Peking states that Tuan Fang, the ex-Director General of the Hukwang Railway, has been murdered by his troops at Thechow. A message from Shanghai states that Tang Shao Yi, representing the Imperialists, and Wu Ting Fang, representing the Republicans, have opened a conference with a view to concluding in a peaceful manner the present strife.—(Reuter.)

NORTH BORNEO.

SIR W. RIDGEWAY'S TOUR.

[Service to the "Telegraph."]

Via Bombay, Dec. 19, 2.5 p.m.

Sir West Ridgeway leaves to-morrow to join the Macedonians at Mar seilles. He will visit Singapore and Hongkong to confer with the Governors regarding the interests which the Straits and Hongkong have in common with North Borneo. He will tour the whole country administered by the North Borneo Company, and will investigate into the conditions with a view to further development. He returns to England at the end of April.—(Reuter.)

TURKEY AND EGYPT.

SOLDIERS FOR SOLLUM.

[Service to the "Telegraph."]

Via Bombay, Dec. 19, 2.5 p.m.

The Egyptian Government has sent a company of soldiers to occupy the Sollum district of Barca, which Turkey has temporarily ceded to Egypt till the end of the war.—(Reuter.)

RUSSIA AND PERSIA.

ADVANCE IMMINENT.

[Service to the "Telegraph."]

Via Bombay, Dec. 19, 2.5 p.m.

Reuter's correspondent at Teheran states that the Mejlis has rejected the Cabinet's proposed solution to the Russian crisis. It is reported that the Russians will advance on the 21st inst.—(Reuter.)

TELEGRAMS.

DUNDEE STRIKE.

SERIOUS RIOTING.

[Service to the "Telegraph."]

Durban, Dec. 19, 11.30 p.m.

Serious rioting has taken place in Dundee, where a strike of carters and dockers has taken place, as the result of the strikers throwing a lorry into the river.

The police were forced to charge the crowds. Contingents of police from Glasgow and Edinburgh have arrived to reinforce the local police, and three hundred soldiers have been ordered to proceed to assist the police.

The mill-girls have joined the strikers owing to the closing of seven mills from lack of transport.

The strikers are reckless and there have been hand to hand fights owing to workers, going to the cattle market, being escorted by the police.—Reuter.

BOXING.

WELLS' WINS.

[Service to the "Telegraph."]

Via Bombay, Dec. 19, 2.5 p.m.

At the National Sporting Club Wells knocked out the South African champion, Storbeck, in the eleventh round.—(Reuter.)

CRUISER AND LINER.

Test with Wax Models in a Model Sea.

Touching a telegram in to-day's issue, which gives the judgment in the Olympic-Hawke cross actions and refers to certain tests, the following from a recent "Daily Mail" describes the tests and is of especial interest:—

A miniature White Star liner Olympic and a model cruiser Hawke manoeuvred in a make-believe Solent at the National Physical Laboratory, Teddington, on Saturday, before Sir Samuel Evans, the judge, and two Elder Brethren of Trinity House, who are hearing the action for damages arising out of the collision between the world's largest liner and the cruiser on September 20 last.

This visit to watch experiments at the laboratory was arranged in the Admiralty Court on Friday. A theory put forward by the Admiralty to account for the collision is that the giant Olympic may have sucked the much smaller Hawke towards her, and laboratory trials have been carried out to test this suggestion. In order that the President of the court, the Elder Brethren, counsel, and expert witnesses might see the action in wax completely even to the hull and rudder.

TELEGRAMS.

OLYMPIC COLLISION.

COURT'S FINDING.

[Service to the "Telegraph."]

Bombay, Dec. 19, 11.55 p.m.

The Admiralty Court, Sir Samuel Evans presiding, has given judgment in the cross actions arising out of the collision between the cruiser Hawke and the Olympic.

The Court attributed the collision to the Olympic coming too close to the Hawke and found that this was solely due to faulty navigation on the part of the Olympic's pilot, who took too wide a sweep when rounding West Bramble buoy.

FORCE OF SUCTION.

The Court considered that the Olympic's speed was greater than the witnesses had stated and found also, after tests which were carried out on an accepted theory, that suction pulled the Hawke into the Olympic.

THE JUDGMENT.

The Court consequently gave judgment with costs for the Commander of the Hawke and judgment for the Olympic on the defence that her pilotage was compulsory, without costs for the

With both parties to the litigation present, it was as defined by the President of the court a "Quakers' meeting." The weather, politics, golf, anything in fact, could be talked about except the evidence produced by actual experiments.

Motor-Driven Models.

Just after noon on Saturday all those concerned assembled at the marine section of the laboratory, having come from town by motor-car and taxicab. Before them stretched the make-believe Solent, 500ft. long and 30ft. wide; the great experimental tank which is such an important part of the laboratory. Imagination could picture the scenery. There were whitewashed walls to the right were for the moment the wooded hills which rise behind Cowes. That door to the left marked the opening of Southampton Water. Stokes Bay and Byde's Anchorage were away in the far corner. The Olympic was represented by a perfect scale model of the liner's hull made of yellow wax, her passengers, crew, and cargo being lumps of lead and little bags of ballast. The wax model, almost as large as a small ship, was fitted with tiny screws and engines by a little electric motor. Similarly the miniature Hawke was made of wax completely even to the hull and rudder.

TELEGRAMS.

SPY MANIA.

MORE ARRESTS.

[Service to the "Telegraph."]

Bombay, Dec. 20, 7.35 a.m.

Reuter's correspondent at Berlin states that several policemen and naval men have been arrested at Wilhelmshaven. They are suspected of being guilty of espionage.—Reuter.

RUSSIA AND AMERICA.

TAFT'S ACTION.

[Service to the "Telegraph."]

Via Durban, Dec. 19, 8.55 a.m.

President Taft read his message to the Senate informing them of the notification to Russia of the 18th inst. It says that the Ambassador in St. Petersburg has been instructed to emphasize that great value is attached by the Government of the United States to the strengthening cordially of the historic relations between the two countries. Senator Lodge has presented a resolution approving of President Taft's action. Consideration of the matter was adjourned.—(Reuter.)

Spanning the experimental tank of the laboratory is a steel bridge called the towing carriage, which weighs fourteen tons. This bridge, set upon wheels and rails, can be made to travel at varying speeds, propelled by electric power above the water of the tank. Thereupon the bridge Sir Samuel Evans, the Brethren of the Trinity, counsel, and witnesses took their stand. To the underpart of the bridge the two model ships were attached, exactly the same distance apart, relatively to their size, as were the liner and cruiser before the collision. As deep as the sea was below the Olympic and the Hawke, so deep was the water of the tank, in comparison, below the wax miniatures.

Limited Reproduction.

Then the bridge was set moving, towing beneath it the models, at a speed equal to an actual sixteen knots. Then came the thrilling moment. But not beyond a certain point was the reproduction of the accident permitted; and the description of what happened must be told not by the present writer, but by the witnesses when the court sits again.

Many times the towing bridge, with the models below it, made its journey along the length of the tank. Altogether the President of the Admiralty Court, the Elder Brethren, counsel, and witnesses spent an hour and a half riding on the travelling bridge and watching the manoeuvre of the models.

TELEGRAMS.

TEST CRICKET.

WARNER IMPROVING.

[Service to the "Telegraph."]

Durban, Dec. 19, 6.25 p.m.

Reuter's correspondent at Sydney says that Mr. P. F. Warner is now progressing steadily, and there is a faint hope that he may play in the fifth test match.—Reuter.

[This, if from an English point of view, not the best of news—for the loss of the M.C.C.'s captain is a serious handicap to the team—happily seems to dispense of the earlier alarming statement that Mr. Warner might never play again.]

ENGLAND'S TASK.

Via Durban, Dec. 19, 12.35 p.m.

The weather was hot and a high wind was blowing when the match was resumed. There was a fair attendance, and the wicket was good. Australia made 306, Kelleway scoring 70 and Hill 65. Douglas took four wickets for 50 runs, and Foster five for 62. The M.C.C. were 65 for one wicket down.—(Reuter.)

AUSTRIA'S EMPEROR.

SERIOUSLY ILL.

[Service to the "Telegraph."]

Bombay, Dec. 20, 7.35 a.m.

The Emperor, Franz Joseph, is suffering from a severe attack of catarrh and great weariness.—Reuter.

ARMY AVIATION.

AUSTRALIA'S PROGRESS.

[Service to the "Telegraph."]

Via Durban, Dec. 19, 8.55 a.m.

Reuter's correspondent at Melbourne states that the Commonwealth is establishing an army aviation school. Minister Thomas announced that the Government's policy of developing the Northern Territory includes the extension of railways, encouragement of horse-breeding, the establishment of freezing works, and the inauguration of a vigorous immigration policy from Europe.—(Reuter.)

TELEGRAMS.

WRECKED LINER.

GRADUALLY FILLING.

[Service to the "Telegraph."]

Durban, Dec. 19, 11.25 p.m.

Forty cases of gold have been landed from the Delhi. The bottom of the vessel is bulging upward and she is straining amidships. She is gradually filling and the crew has been landed.

OBITUARY.

MR. JOHN BIGELOW.

[Service to the "Telegraph."]

Durban, Dec. 19, 11 p.m.

The death is announced, at New York, of Mr. John Bigelow, joint-proprietor of the "New York Evening Post."—Reuter.

BRILLIANT WEDDING.

ROYALTY PRESENT.

[Service to the "Telegraph."]

Durban, Dec. 19, 11 p.m.

One of the most brilliant weddings of the season was that of Lourima, daughter of Lord Knollys, to Mr. Alan Mackenzie of the Grenadier Guards.

Princess Victoria was present. After the wedding the bride and bridegroom drove to Marlborough House to receive Queen Alexandra's congratulations.—Reuter.

A HONGKONG SOLICITOR.

Admitted at Shanghai.

In H.M. Supreme Court at Shanghai on Dec. 14th, the Crown Advocate moved that Mr. Leonardo D'Almeida e Castro, Solicitor and Proctor of the Supreme Court of Hongkong be admitted to practice in that Court. Mr. Castro he said, was a solicitor in the Supreme Court of Hongkong. He was admitted there on October 25, 1908. Mr. Castro was a British subject, and had been in the service of the Hongkong Government since 1893, being clerk to successive Chief Justices of the Supreme Court in Hongkong. Like his father, before him, who was a British subject, he had a distinguished career in the service of the Colony.

Mr. Justice Bourne expressed pleasure in admitting Mr. D'Almeida to practice.

Intimations

WARM YOUR HOME

this coming winter with one of our
NEW "PERFECTION" BLUE

FLAME OIL HEATERS.

ELEGANT,
ODORLESS and
ECONOMICAL.

Prices from \$5.50.

Samples on view at our Offices.

STANDARD OIL CO. OF NEW YORK,

Hotel Mansions.

Hongkong, 25th October, 1911.

For Sight Seeing in an Up-to-date

MOTOR,

RING UP 1033.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911.

CIGARETTES

BOUTON ROUGE

\$4.20 per 100

FELUCCA

\$2.80 per 100

ENJOY THE LARGEST
SALE IN EGYPT.

WEISMANN, LIMITED.

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RESTAURANTEURS

14, Des Vœux Road Central.

Hongkong, 20th April, 1911.

NOW READY!!!

OUR WEN O. B. BREW, manufactured exclusively from the finest Bohemian Hops and German Malt by an Expert German Brewer. May be had from dealers or from the undersigned.

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Ask for the NEW O. B. BREW.

ORIENTAL BREWERY, LTD., Hongkong.

THE LEEDS FORGE CO., LTD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.

Pioneers in the Design and Manufacture of
PRESSED STEEL UNDERFRAMES and BOGIES and ALL
STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in
Hongkong and China.

THE AIKOO DOCKYARD & ENGINEERING CO.,
OF HONGKONG, LTD.

Agents,
BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911.

Intimations



AN PRODUCTION RECORDS BROKEN FACTORY
WORKING DAY AND NIGHT CONTRACTS LET
OR EXTENSION OF PLANT. Such is the
tangible evidence of the unparalleled demand for

Visible Models 10 and
11 of the Remington
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REALLY GOOD SPECTACLES

Are such a comfort to tired or strained eyes
that their value cannot be over-estimated. If
your eyes need glasses they should have the
best you can get.

THAT MEANS

- 1.—Careful and expert examination;
- 2.—Precision in the making;
- 3.—The best of materials;
- 4.—A adjustment to a nicety.

All of the above we offer you. We invite
comparison with the equipment of any
optical establishment—anywhere. Torics,
amber and other tinted lenses, mounted
in gold, gold-filled, or other metals at lower
cost. Our prices are reasonable. Our
materials and workmanship are guaranteed.

**CHAMPAGNES
FOR CHRISTMAS**

POMMERY AND GRENO

BOLLINGER

GIESLER

DUC DE MONTEBELLO

IRROY

LANSON

PAUL DOMMIER

LOUIS RENAU

Sole Agents,

CALDBECK

MAGGREGOR & CO.

Hongkong, 13th December, 1911.

S.O.A.E.O.

FAR EAST OXYGEN AND ACETYLENE CO., LTD.

AUTOGENOUS WELDING!

repair of boilers and hulls, welding of cracks.

Renewing of corroded plates by addition of metal.

Welding of broken pieces of any kind of metal.

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**PURE-ALUMINIUM****COOKING-UTENSILS.**

THE MOST HYGIENIC

NO RUST, NO CHIPPING OF ENAMEL

VERY DURABLE

SAVE TIME AND FUEL

BRIGHT AND CLEAN.

VERY MODERATE PRICES. INSPECTION INVITED.

F. BLACKHEAD & CO. [981]



1 WYNDHAM STREET (Floor 84) ESTABLISHED 1893. [1179]

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FURNISHING
DEPARTMENT.**

Upholstery

EVERY DESCRIPTION

RE-COVERING
and REPAIRS.

LARGE STOCKS OF
Tapestries,

Velvets,

Leathers, and

Leathercloths.

REASONABLE PRICES.

PHONE 346.

William Powell,
Limited

Hongkong, 20th Oct., 1911. [1013]

**KOWLOON-CANTON
RAILWAY.**

(British Section.)

NOTICE.

THE BRANCH LINE between
Fanning and Shek Chung Au
(Police Station) will be opened for
traffic on THURSDAY, 21st instant.
The Line is divided into four sections
and the fare will be Five cents each
section. The sections are as follows:—
Fanning to
Kung Ling..... 5 Cents.
Wo Hang..... 10 ..
Shek Chung Au..... 15 ..
Sha Tau Kok..... 20 ..
The Section between Shek Chung
Au and Sha Tau Kok will not be open-
ed for traffic until the beginning of
January, 1912.
Tickets will be issued on board the
train.

Trains will be run on the Branch
Line in connection with Main Line
Trains stopping at Fanning.
For further information regarding
freight, &c., apply to Traffic Superin-
tendent, Kowloon,
By Order,
H. P. WINSLOW,
Manager.
Kowloon, 19th Dec., 1911. [1649]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG
AND SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above ports,
consignees of cargo are hereby informed
that their goods will be delivered from
alongside.

Cargo impeding the discharge of the
vessel will be landed at once, at con-
signees' risk and expense.

Cargo remaining on board after 2 p.m.
of the 22nd instant, will be landed at
consignees' risk and expense.

Consignees of Cargo from SINGA-
PORE and PENANG are requested
to take IMMEDIATE delivery of their
goods from alongside, such cargo im-
peding the discharge of the Vessel will
be landed and stored at consignees' risk
and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by the undersigned.

DAVID SABSON & CO., LD.
Agents.
Hongkong, 19th Dec., 1911. [1650]

A. P. JEANNOU, 15, Queen's Road Central

Just arrived a Large Stock from Italy,

MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs. [1220]

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
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Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG
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TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED, and
CASHED.

FOREIGN MONIES exchanged.
[21] Canton Office:—LUNGATE MARKET, LONDON, E.C.

Auctions

PUBLIC AUCTION.

The Undersigned has received in-
structions from Messrs. PERCY
SMITH, SETH and FLEMING, the
Liquidators of Messrs. GEO. FEN-
WICK & CO., LTD. in Liquidation
to sell by PUBLIC AUCTION

on

THURSDAY and FRIDAY,
the 28th and 29th December each day,
commencing at 10.30 a.m., at the
Works, No. 13, PRAYA EAST,
WANCHAI.

A NUMBER OF ENGINEERS'
and BOILERMAKERS' MA-
CHINETOOLS, including LATHES,
SLOTTING and DRILLING MA-
CHINES, BOILER SHELL DRIL-
LING MACHINES, PUNCHING &
SHAVING MACHINES, SCREW-
ING MACHINES, ROOTS BLOWER,
PLATE BENDING and PLATE
FLATTENING ROLLS, STEAM
ENGINES and BOILERS, and a
Quantity of LINE SAVING and
PULLEYS, ONE NEW MODERN
TYPE PLANING MACHINE and
a quantity of MACHINE and HAND
TOOLS and GENERAL ENGI-
NEERS' SUNDRIES.

FOUNDRY CRANE & LADLES.

Also

A Large Stock of Materials, compris-
ing STEEL, IRON and COPPER IN
BARS, TUBES and SHEETS, TOOL
STEEL, PIPE FITTINGS, DRASS
and GUN-METAL STEAM and
WATER FITTINGS, BOLTS and
NUIS, RIVETS, &c., &c.

Also

TWO STEAM LAUNCHES and
TWO SETS of SHEER LEGS, 26
and 50 Tons Capacity.

Terms: Cash on delivery.

On View from MONDAY, 18th
December.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 14th Dec., 1911. [1512]

**PARTICULARS and CONDI-
TIONS of the letting by Public**

Auction Sale, to be held on WED-
NESDAY, the 27th day of December,
1911, at 3 p.m., at the Offices of the
Public Works Department, by Order
of His Excellency the Governor, of
One Lot of CROWN LAND at Tai
Ping Shan in the Colony of Hongkong,
for a term of 75 years, with the option of
renewal at a Crown Rent to be fixed
by the Surveyor of His Majesty the
King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.				Contents in Acres, Roods and Perches.	Annual Rent.	Upper Price.
		ac.	ro.	po.	sq. ft.			
1	Tai Ping Shan.	75	75	167	167	12.581	0	31,452

Hongkong, 18th Dec., 1911. [1547]

AERTEX**CELLULAR.**

REGAL

SHOES

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21, Hongkong Hotel Buildings,
Queen's Road. [125]

OUR

CONTEMPORARIES

WHAT THEY THINK.

China Mail.

A Change of Tactics.

It is the rank and file of the old
fashioned Liberal party which are
most affected by the change. At
present they are holding together
with British tenacity, but the more
farsighted among them know that
sooner or later a decision will
have to be made, and that they
must take their places in the
fighting line on one side or the
other; stand for the old order of
things or the new. This is the
only explanation of the secession
of the few influential Liberals
from the ranks of that party which
was so marked a feature in the
recent conservative successes at
Oldham and South Somerset. We
have, we can have, no quarrel
with those who hold their
opinions with firmness, but only
desire to put in a plea for mo-
deration in action when it tends
to foster unscrupulousness, as is
too often the case, and as recent
events show has become a
peculiarity of modern politics. It
is notorious that the determina-
tion of the Nationalists to secure
Home Rule was so great that they
readily voted for the Budget,
which was utterly distasteful to
them and their constituents; at
this moment the Labour Party
are voting regularly for the
Kaleidoscope Insurance Bill
which they dislike in the hope of
gaining their ends as regards
Trades Unions. Even members of
the House of Lords were tinged
with the same pigment when they
refused to throw out the Parlia-
ment Bill in the hope of making a
better fight against Home Rule.

Daily Press.

The Question of Partition.
All that this limitation of the
support which Great Britain and
Japan have resolved to give to
the Revolutionary demands can
mean, therefore, is that the ques-
tion as to whether the future
government of China shall be
Republican or monarchical is one
for the Chinese to settle between
themselves. The only concern of
the Foreign Powers is that the
Central Government shall be one
which will possess the influence
and authority to preserve peace
and ensure protection for the
important rights and interests
which the Foreign Powers now
have in China. They are, more-
over, deeply concerned in the
maintenance of the territorial in-
tegrity of China, which is grave-
ly menaced by at least one
suggestion which has been ad-
vanced in Revolutionary quarters
as a basis of settlement, for all
the Foreign Powers in China are
pledged by agreements among
themselves to the policy of main-
taining undiminished the terri-
torial integrity of China. This
is a factor in the situation which
will doubtless have an important
bearing upon the nature of the
settlement, for if the Chinese and
Manchus themselves partition the
country the question will arise as
to whether those agreements are
any longer binding upon the
signatories.

South China Morning Post.

Juries Aggrieved.

The position when several
members of one staff are called
upon to absent themselves from
their posts simultaneously almost
constitutes a form of official im-
position. Yet from his Lordship's
remarks it appears there is no
remedy to hand. There is, he
states, an arrangement in the
Registry by which every effort is
made to limit the number of
jurors taken from a firm at once,
but that arrangement is quite
illegal. All we can say is that the
sinner it is made legal the better.
The jury continued Sir Francis
Piggott, is drawn by ballot in
the most blindfold way possible.
That may meet the requirements
of a schoolboy conception of
equality, but it does not count for
much in the common sense.

PERILS OF THE SEA.

Glenfalloch's Adventurous Voyage.

No detailed account of the adventurous trip of the s.s. Glenfalloch, which arrived here on Dec. 17 in tow of the Hop Sang has yet been published. We have been fortunate enough to obtain from Captain Townsend, who is in command of the Glenfalloch, his account of the voyage, which we give in his own words as follows:—

Captain Townsend's Story.

The s.s. Glenfalloch, of the Hong Kong Line, F. C. Townsend, master, left Singapore for Hongkong with 900 people on board on Nov. 16, 1911. On the 18th she experienced strong N.E. monsoon with high corresponding sea. Nov. 21, whilst riding heavily, I noticed that some of the blades of our propeller were breaking, or had broken off. The Glenfalloch was eased down to 5 knots per hour. Nov. 22 at 9 p.m. we lost all the blades, although at the time the wind and sea were less than previously. We were then in Lat. 17° 27' N., Long. 113° 27' E., or about 60 miles N.E. of the dangerous group of the Laccadives. We rigged up our cargo hoists and spars on our foremast and used our awnings and tarpaulins, but sails and all the canvas available, and kept steering way on the steamer, making us far on a Northerly course as it was possible. Fortunately the wind kept E.N.E. strong and sea moderate. On the 26th at 1 p.m. we succeeded in anchoring the steamer safely in Qualong Bay, the S.E. end of Hainan Island, having sailed 220 miles without seeing anything.

By Sea, Land and River.

On Sunday, Nov. 26, I went on shore in Qualong Bay to see what water and assistance could be obtained. Found the few Chinese we met evidently of French extraction, and as they ran away from us we concluded that they seldom saw white people; indeed many of the older inhabitants of Qualong village some miles inland had never seen a white man. There was an abundance of fine cattle, but the people all seemed to live in great poverty and filth. We gathered through a poor interpreter we had with us that we must go to a place called Dondien (which we afterwards found out was Yulin Kan Bay). Not being able to do anything that night, we started out at daylight on Nov. 27 and passed several small and very poor villages all engaged in agriculture; we arrived at a small one on the bay, from where we saw a revenue vessel at 1 p.m., having walked over very bad roads about 15 miles. We hired a sampan to take us across to Sanna, where they told us we could get provisions. In passing a revenue boat painted white, I got a surprise to see a white man, who, when I hailed him, was even more surprised. He turned out to be Mr. Morgan, the revenue officer, and on interviewing him he said he had not seen a white man for a year. With me he walked to Sanna, a prosperous looking fishing village, all with Republican designed flags flying. After I had interviewed the head policeman (who was most kind) we through him got a fishing vessel chartered to take me to Pakya or Pakngo, the entrance of a river to Kachek, as they thought that was the quickest way to proceed. I left Sanna in the fishing vessel that night at 5 o'clock. Mr. Morgan and the head policeman seeing us off.

On Nov. 28 at 8 a.m. I again got to the steamer, and only remained just long enough to take a few necessary articles with me. That night we got boisterous weather, and were all drenched in the small cabin, but I would not hear of the Captain of the vessel anchoring.

At noon on the 29th we were only a few miles North of Loong-Sai Bay, and were battling in strong N.E. wind and nasty sea all through the day and night. At noon on the 30th we were nearly becalmed off Tinloa Island, but a heavy swell rolled us around uncomfortably, and at 1.30 the wind came out

from N.E. and freshened to half a gale with high sea. At midnight we were compelled to lay to for daylight, as the sea was breaking very heavily close to shore and over sunken rocks. On Dec. 1 we made the attempt to cross a bar at the entrance to Pakngo and arrived in the river in a half drowned condition at 8.30 a.m. I at once got a canoe to take us to Kachek, and after wringing out our wet things and eating a little rice and fish started off getting to Kachek (after passing some fine country) at 3.30 p.m. It is a small, dirty village, full of Chinese coffin makers and pig raisers. I arranged that night to get chairs and after much haggling on account of my weight and colour managed to get them. This Kachek is insufferably dirty, and I put in a bad night.

Afterwards I learned there were white missionaries at this place, and if so it needs them, but I don't know how they exist. On December 2, after lots of difficulties, we got the coolies started at 6 a.m. and if we had not walked the best part of the way we should have had to stop at every small village (and they are legion) whilst we were besieged by people just to know all about the white man, while those coolies of ours took the usual opium pipe. However we got to "the deck" soon after 4 p.m. all dead beat, and were glad to eat half cooked pork and fowls, and lay down in a filthy barn to wait till morning. On Dec. 3 at daylight we got away again, walking, and chairing all day I should judge about 25 miles. We met plenty of Republican soldiers on our journey, and this day passed through a small village, where I am sure the people were of Malay extraction; many of them wearing the sarong, and of small stature. We arrived at Tamnat at 4 p.m. We arranged to take the sampan's trading on the river (which is very broad and very shallow), and at 6 p.m. we started off, getting on sand bars every few minutes all night long, and the crew taking spells at going over the side in about 4 feet of water to get the vessel off. These sampan are very long, say 50 to 75 or 100 ft. and at least 12 ft. beam. They carry all kinds of market produce and live stock. They have large sails, used when the wind is favourable. We got to within 4 or 5 miles of Hoilow at 4 a.m. on Dec. 4 and walked in to Hoilow at 7 a.m., feeling tired and dirty and hungry. After our 7 days' trip, I went to a Chinese hotel, had it wash and cup of tea and got piloted to H. B. M. Consul, Mr. Major, and through him communicated by wire to Hongkong and Singapore. Through Mr. Major's kindness I was able to leave that night on the revenue cutter Likin for Hongkong, when we arrived on the morning of the 6th. I cannot speak too highly of the kindness and courtesy shown me by the commander and officers on this steamer, who placed everything at my command. I felt deeply sorry for her genial commander, who was at the time suffering with an attack of rheumatism.

I may mention that at Hoilow the Consul, through the commander of the gunboat Kwong Yu, placed this vessel at my disposal to take provisions to the steamer and remain until I got relief. Commander Lai Kok-hee, C.N., was most attentive and kind to us, and did us the favour of standing by when we were being towed out by the Hop Sang, which vessel was engaged at Hongkong, and left there with me on the early morning of the 9th, arriving at Gaalong Bay on the 10th at 2.30 p.m. and getting away again on the 13th at noon, towing us through very heavy weather until our safe arrival on the 17th. I cannot say too much in praise of Capt. Hay and his officers, as it was largely owing to their seamanship and energetic efforts that we were enabled to transfer 700 passengers without an accident, connect the towlines and be towed for four days without mishap through a fresh gale of wind with an exceedingly high sea. It was a very anxious time for them as well as for ourselves, and I take this opportunity to thank publicly Capt. Hay of the Hop Sang and his officers for the vigilance and seamanship displayed as well as for many favours and courtesies shown to us.



—“And you must take Sanatogen regularly for several weeks”

This urgent advice is given by physicians every day, in every civilized country, to sufferers from Nervous Debility, Brain-fag, Lack of Vitality, Sleeplessness, Disordered Digestion, Poverty of Blood and various Wasting Diseases.

Physicians know that Sanatogen is a true scientific compound of organic phosphorus and pure concentrated proteid, forming a new substance which is eagerly and completely absorbed by the tissues and possesses unique tonic and reconstructive qualities.

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Physicians can speak from experience of the great recuperative effects which Sanatogen has upon the brain, nerves, blood and muscles. They have watched its revivifying action upon people whose nervous strength has been depleted by over-work, worry or disease. They have noted how Sanatogen gives lasting benefit, how it regenerates the appetite and digestion, brings back the bloom to the cheek, replaces wakeful nights by sound refreshing sleep. In short, enables the human machinery to perform its functions so perfectly that the patient loses his depression of spirits, gains confidence and courage, and finds life again worth living.

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Apart from its value as a general tonic, Sanatogen is of the greatest service to the physician in fighting Malaria, Dysentery and other scourges of tropical climates.

On this subject, Dr. H. W. H. of Babu-garah, United Provinces, writes:—“I have much pleasure in certifying to the value of Sanatogen in cases of Dysentery, Enteric Fever and other exhausting diseases. I have used it regularly in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owe their recovery to Sanatogen.”

Try Sanatogen To-day.

At the head offices of the manufacturers of Sanatogen there are filed more than fourteen thousand letters from practising physicians who certify to the value of Sanatogen. Truly a magnificent monument to the value of this unique tonic-food!

But no less impressive is the enthusiastic testimony of patients themselves. Thousands of well-known people in every walk of life have publicly testified to the wonderful benefits they have received from Sanatogen, and a few of their letters are reproduced here.

Begin to take Sanatogen to-day, and thus lay the foundation of new health and nerve force. You can get Sanatogen in Hong Kong from Messrs. A. S. Watson & Co.; The Sincere Co., Ltd., 215/21, Voynex Road; and of all Chemists.

The Hon. Mr. Justice Robertson.

Judge of the Supreme Court, Lahore, Punjab, writes:—“My experience with Sanatogen has been very favourable. I took it for some months during the most trying season of the year, and found it a great strengthener.”

Sir Charles A. Cameron, C.B., M.D., etc.

writes:—“Sanatogen is a substance of the highest nutritive value, containing as it does a large amount of organic phosphorus, in exactly the form in which it can be easily absorbed. It is an excellent nerve food.”

Mr. Shirley Trevelyan.

Editor of “Capital,” 38, Clive Street, Calcutta, writes:—“I cannot speak too highly of Sanatogen. It not only kept me up during a sharp attack of fever, but afterwards restored me once more, to full vigour. In fact, I was better and stronger after this course of Sanatogen than before the attack.”

“The Medical Times”

says:—“There is no doubt whatever that the nutrition of patients taking ‘Sanatogen’ improves wonderfully, due, in all probability, to its being easy of assimilation and to the organic absorbable phosphorus which it contains.”

Sir Gilbert Parker, M.P.

the popular Novelist, writes:—“20, Carlton House Terrace, S.W.—I have used Sanatogen with extraordinary benefit. It is to my mind a true food tonic, feeding the nerves, increasing the energy, and giving fresh vigour to the over-worked body and mind.”

Prof. Dr. C. A. Ewald,

of Berlin University, writes:—“I have used Sanatogen in a number of cases, mainly of a nervous or neurasthenic origin, and have obtained excellent results.”

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Hongkong, 28th Dec. 1911

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ENLARGING.
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NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG
AND SINGAPORE.

THE Steamship

“ARRATON APCAR,”
having arrived from the above ports,
consignees of cargo are hereby informed
that their goods will be delivered from
alongside.

Cargo impeding the discharge of the
vessel will be landed at once, at con-
signee's risk and expense.

Cargo remaining on board after 4
p.m. of the 13th instant, will be landed
at consignee's risk and expense.

Consignees of Cargo from SINGA-
PORE are requested to take IM-
MEDIATE delivery of their goods
from alongside, such cargo impeding
the discharge of the vessel will
be landed and stored at consignee's risk
and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by the undersigned.

DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 16th Dec. 1911. 1616

NOTICE.

CAPITAL for Bonds-fide Industrial
Schemes and Concessions, Mani-
cipal or Commercial Loans arranged.
Application to be treated strictly
confidential.

Address:—“FAST and WEST,”
c/o The Hongkong Telegraph,
Hongkong, 15th Nov. 1911. 1498

NORDDEUTSCHER LLOYD.

BREMEN.
IMPERIAL GERMAN MAIL
LINE.

NOTICE TO CONSIGNEES.

THE Steamship
“PRINZ LUDWIG,”
having arrived, Consignees of cargo are
hereby informed that their Goods, with
the exception of Opium, Treasure and
Valuables, are being landed and stored
at their risk into the hazardous and/or
extra hazardous Godowns of the
Hongkong and Kowloon Wharf and
Godown Company, Limited; Kowloon,
and West Point Godowns, whence
delivery may be obtained.

Optional Cargo will be forwarded on
unless intimation is received from the
Consignees before Noon TO-DAY,
requesting it to be landed here.

No claims will be admitted after the
Goods have left the Godowns, and all
goods remaining undelivered after the
21st of December, will be subject to rent.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
21st of December, at 9.30 a.m.

All claims must reach us before the
25th of December, 1911, or they will
not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned
by the undersigned.

This steamer brings on cargo:
Ex ss. “Rhamania,” from Zanzibar
via Port Said.

“Skrapomund” from Zanzibar
via Port Said.

NORDDEUTSCHER LLOYD,
MELBOURNE & CO.,
General Agents.

Hongkong, 14th Dec. 1911. 1498

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OFFICES in King's Building.
Apply to
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INVESTMENT & AGENCY
COMPANY LIMITED.
Hongkong 14th Dec. 1911. 1498

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Proprietor.

FROM NEW YORK.

THE H.A.L. Steamship

“ARAGONIA,”

Captain Meyer, having arrived, Con-
signees of Cargo are hereby informed
that their goods are being landed and
placed at their risk in the hazardous
and/or extra-hazardous Godowns of the
Hongkong & Kowloon Wharf &
Godown Company, Limited, whence
delivery may be obtained against Bills-
of-Lading countersigned by the Under-
signed.

Optional Cargo will be carried on
unless notice to the contrary be given
to-day.

All claims must be presented within
ten days of the steamer's arrival here,
after which date they cannot be re-
cognized.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
24th inst., will be subject to rent.

All broken, chafed, and damaged
goods must be left in the Godowns,
where they will be examined on the
24th inst., at 9.30 a.m.

No Fire Insurance will be effected by
us in any case whatever.

HAMBURG-AMERIKA LINE.
Hongkong Office,
14th Dec. 1911. 1498

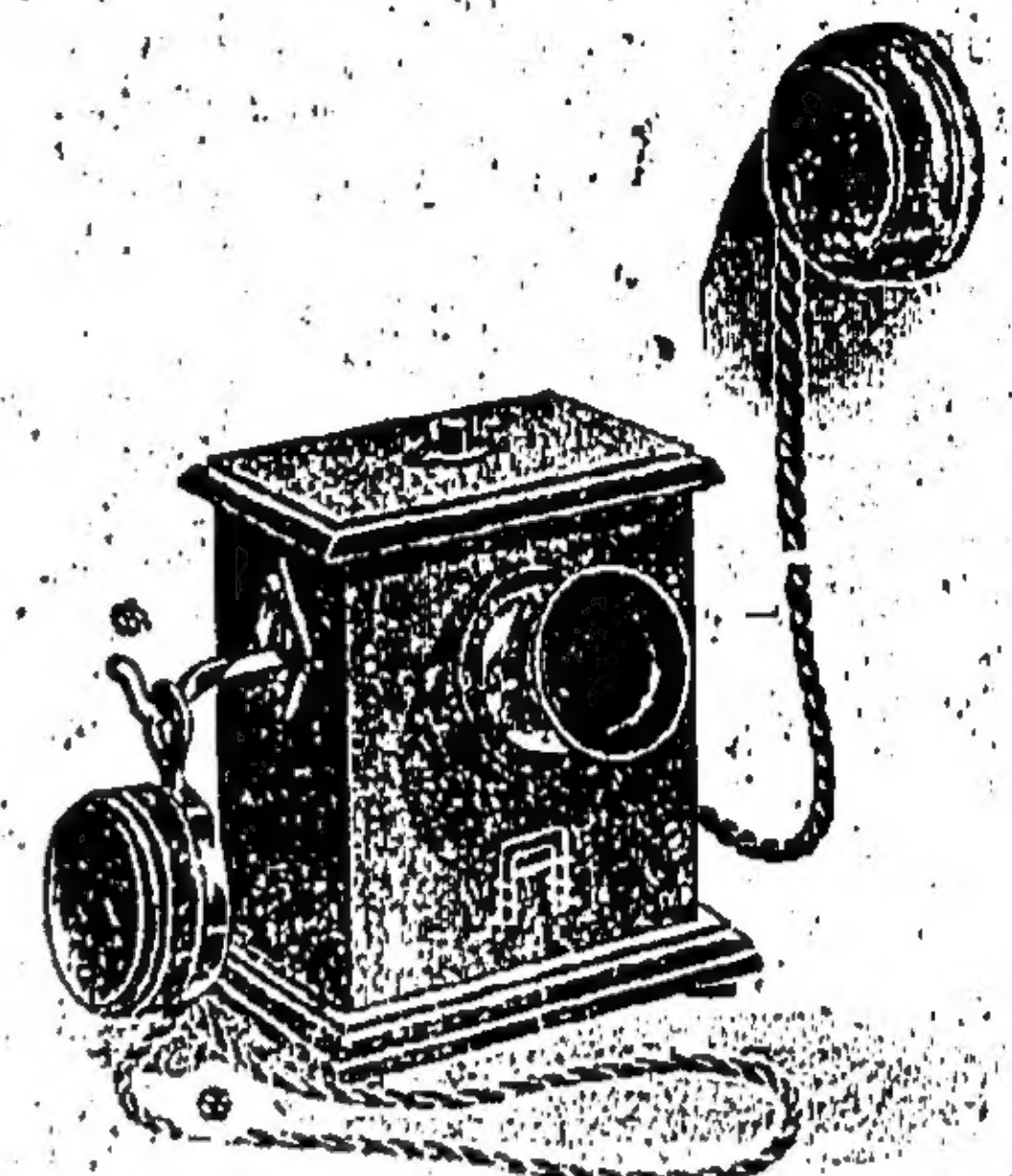
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(Effective from October 28, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of
excellent equipped Sleeping, Dining and 1st Class Cars, is operated between
Dairen and Changchun in connection with the Trans-Siberian Express Trains
and with Dairen-Shanghai Direct Steamer Service by the S.S. “Kobe Maru”
and “Saiko Maru” (each 2,377 tons and equipped with wireless telegraph) as
follows:—

NORTH BOUND.									
1st Class Fares	Shanghai (Steamer)	Dairen (")	8.00 a.m.	Thurs. Sat.	Sun. Wed.	Fri.	State Ex- press for Moscow	Wagon Lits from Moscow	State Ex- press for St. Petersburg
\$40.00	Shanghai (Steamer)	Dairen (")	8.00 a.m.	Thurs. Sat.	Sun. Wed.	Fri.	State Ex- press for Moscow	Wagon Lits from Moscow	State Ex- press for St. Petersburg
Y14.00	(S.M.R. Train)	Mukden (")	8.50 p.m.	"	"	"	"	"	"
Y11.00	(")	Changchun (")	4.05 "	"	"	"	"	"	"
R9.00	(")	Harbin (")	10.30 "	"	"	"	"	"	"
	(")	Harbin (")	11.50 "	Mon. Thurs.	Sat.		State Ex- press for Moscow	Wagon Lits from Moscow	State Ex- press for St. Petersburg
	(")	Harbin (")	8.10 a.m.						

Connecting at Harbin with

SOUTH BOUND.

Connecting at Harbin with	State Ex- press from St. Petersburg	State Ex- press from Moscow	Wagon Lits from Moscow
R 9.00	Harbin (Russian Train)	12.00 a.m.	Mon. Wed. Fri.
Y11.50	Changchun (")	8.40 p.m.	"
Y14.50	(S.M.R. Train)	10.00 "	"
Y40.00	Mukden (")	5.00 a.m.	Tues. Thurs. Sat.
	(")	5.15 "	"
	Dairen (")	1.20 p.m.	"
	(")	Noon	Wed. Fri.
	Shanghai (")		Sun. Tues.

Russian Train Time is 23 minutes faster than S.M.R. Time. For instance
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We can confidently recommend the following as Xeres Wines of the Highest Class, Specially Selected, and Shipped direct. In Quality and Price they are unequalled.

	Per dozen.	Per bottles
A. Light Dry	\$16.80	\$1.45
B. Vino De Pasto	17.80	1.45
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D. Superior Pale Dry	24.30	2.05
E. Finest Pale Dry Nutty	29.80	2.55

A. S. Watson & Co., Ltd.

ALEXANDRA BUILDINGS.

Hongkong, 11th November, 1910.

[29]

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(PAYABLE IN ADVANCE.)

By Order,

"HONGKONG TELEGRAPH."

BIRTH.

HICKS.—On the 20th inst., at 2, Ormby Villas, Kowloon, to Mr. and Mrs. FRED HICKS, a son.

MARRIAGE.

At Saint John's Cathedral, Hongkong, on the 20th instant, by the Reverend Frederick Trench Johnson, M.A., WILLIAM LAUGHTON LEASK to A. E. MABEL BEATON, M.A., daughter of William L. Beaton, Esq., Perth, Scotland.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, DECEMBER 20, 1911.

A BLOW TO BRITAIN.

The news that the final surveys of the trans-Persian railway are to be made directly the trouble between Russia and Persia has simmered down suggests that the threatened disturbance is not likely to realize. A later telegram in to-day's issue, however, points more strongly the other way, and it would be unwise to base too high hopes of peace upon the news concerning the proposed railway. That announcement recalls the excitement manifested, barely a year ago, when the fact came to light that Russia and Germany had concluded conversations as to the agreement by which the German railway to Bagdad was to be linked up with the Russian line across Persia, and that the agreement had been formally signed. It is difficult to see how this can be accomplished without materially affecting British interests. The Germans have secured the right to lead a railroad across Anatolia from the Bosphorus to Bagdad. That line has been taken as far as Adana, and it is expected that it will reach Bagdad some six years hence. The natural terminus of this line would be the head of the Persian Gulf, but to secure that and would be to destroy the trade by steamer between these two points which is mostly in British hands. That, of course, Britain could not allow. If Russia, however, constructs her proposed railway from Teheran to Khankin on the Russo-Persian frontier and connects it, as arranged, with a branch line from Sadidje, a station on the German railway a little above Bagdad, a new outlet for German trade will be opened.

The crux of the whole matter lies in the understanding that Russia will begin the construction of a line from Baku to Teheran and will continue it across Persia to the Afghan frontier. If this is not her purpose it is difficult to see what purpose she can have in constructing such a line at all. But briefly and plainly, there is an imminent possibility of an overland route being constructed from Europe to the frontier of India through territory not under British control. A long-cherished Russian design appears to be within measurable distance of realization, and the outlook, from a British point of view, is distinctly disquieting. Under the Anglo-Russian agreement of 1907 Britain's sphere of influence is confined to the south-east of Persia so that, on the ground of interest in the territory through which the line will pass, she has no valid ground for protest.

It need not be supposed, however, that the outlook for Britain is altogether dark. What purpose lay behind her signature to the convention of 1907 has never wholly been made public, but our diplomats, we may be sure, had a purpose, and since they could hardly have avoided anticipating the scheme now framed and signed, we may take it that they had a counter scheme in mind. What more likely than a railway through Southern Persia to India, skirting the Persian Gulf and the Indian Ocean, extending present British interests, tapping a vast, undeveloped region? The scheme has been mooted once or twice, and it sounds eminently feasible. Such a line could not remove, but at least it could mitigate, the danger threatening to Britain from the Russian line, and recent British movements in Southern Persia point as strongly to the fact of this being recognised as they point anywhere. But it is difficult, in these days of hidden diplomacy, to discover what is behind even the most obvious moves—in seeming, and the moves here are not obvious. Whether a railway will follow the route taken by Alexander the Great on his march to India the future only can decide, but Britain, it is clear, must do something to counteract the effects of the threatened blow to her interests, if she has not already done so.

DAY BY DAY.

Human longings are perversely obstinate; and to the man whose mouth is watering for a peach it is no use to offer the largest vegetable marrow.

A confirmation service is being conducted in St. John's Cathedral this afternoon, by the Bishop of Victoria.

P.S. Brown arrested 18 gamblers at 59 Battery Street, Yaumatei. The keeper of the house was fined \$53, another man \$50 and the next \$3 each.

A dead Chinese has been found in a street at Yaumatei. It is supposed to be a case of small pox. Another body was found in the Central District, that of a youth.

Attention is directed to the advertisement elsewhere of an exhibition of transforming and distorting mirrors at Pedder's Street, opposite the Hongkong Hotel.

We are informed by the Postal Authorities that owing to the larger number of parcels due by the incoming English mail s.s. Dornan, they will not be ready for delivery to the addressees until 10 am on Friday, Dec. 22.

Two pork butchers at Saiwan Ho Market, Shaikwan, after quarrelling for some time, set about each other with chopsticks. One man was so seriously injured that he had to be taken to hospital, while the other sustained severe injuries to the head, besides having an artery cut. He was attended by a Chinese doctor.

A telegram received in Shanghai last week conveyed the regrettable information that Captain J. H. Shipley, the American Naval attaché for Japan and China, had died at his home in Tokyo, following upon a stroke of paralysis. Captain Shipley had returned to Tokyo a few weeks ago from China, where he visited Peking, Shanghai and Hankow. He leaves a widow and one daughter.

A telegram was received on Dec. 12 at the Royal Danish Consulate General at Shanghai conveying the intelligence of the death of Dr. Birger Olesen, Chief Surgeon to the Chinese Red Cross Society at Hankow. Dr. Olesen was a partner with Drs. Cox and Thue and he was very well known and highly respected in the Settlement. He was a doctor of the Chinese Plague Hospital.

Mr. H. E. R. Hunter, the Manager of the Hongkong and Shanghai Banking Corporation, at Shanghai arrived yesterday, and will remain for a few days. Mr. Townsend, who recently retired from the service of the Bank, is a passenger by the P. & O. s.s. Dornan, which arrives to-morrow, so that Mr. Hunter will have the opportunity of greeting an old friend and colleague.

H.M.S. Royal Arthur, accompanying the torpedo boats destroyers Usk, Welland, and Ribble, was expected at Colombo on December 7 on her way to the China Station, via Singapore, whither the smaller vessels are bound. The three torpedo boat destroyers are of the same build, and displace 550 tons each, with an indicated horse power of 7,500 and a speed of 28 knots an hour. They each carry four 12 pounders and two torpedo tubes, and were built at Yarrow—the Ribble and Welland in 1904 and the Usk in 1903.

The Bijou.

A new departure is announced by the management of the Bijou Theatre. From to-day, by special arrangement with Messrs. Pathe Freres, two entire changes of programme will take place every week, on Wednesday and Saturday. All the pictures will be new to the Colony. A feature of the programme will be Pathe Freres' animated gazette, which depicts current events all over the world.

An interesting account of the adventurous voyage of the s.s. Glenfallloch from Singapore to this port appears on page 3.

The volcano Asama, which has for some time past remained in a state of inactivity, erupted heavily at about 3 a.m. on the 2nd instant. Heavy explosions and tremors accompanied the eruption, and the whole of the summit of the mountain was illuminated by the flames. A large quantity of ashes fell in the Takasaki districts.

Shanghai papers state that as a first measure the revolutionaries propose to appoint Dr. Sun as President of a Republic composed of all the provinces they have now under full control. This would be a temporary measure, and the supposition is that it would be done with the idea of placing before the Powers an actual *de facto* government.

The Speaker of the House of Commons and a large party of members of both Houses of Parliament are going to Russia in January on the invitation of the Government. The invitation is extended in return for the courtesy shown during the visit of representatives of the Duma to London three years ago. The party will visit St. Petersburg and Moscow and will probably be received by the Tsar.

A letter written from Huochow, Shansi, on November 28, says that all the mission stations south of Taiyuanfu are safe. The latest news from the stations is that no Christian or mission station has been molested. Lawlessness and robbery are, however, on the increase, and the yamen in Huochow is reported to have been burnt, as well as many of the homes of the country people. The people at Huochow are friendly, and the gentry evidently desire to give protection.

The Truce.

At a very early hour on Saturday morning, says the "Hankow Daily News" of Dec. 11, a truce agreement was signed between the belligerent parties and consequently a renewal of hostilities, which might have followed the termination of the armistice at 8 a.m. on that day, was averted. The truce is to be observed throughout China, and lasts for 15 days, commencing from 8 a.m. on Saturday.

Sir Henry May.

The following is from the Sydney "Daily Telegraph" of Oct. 31.—Sir Henry May, Governor of Fiji, and High Commissioner for the Western Pacific, has left Suva in H.M.S. Torch on a tour of inspection; and the Solomon Group, Noumea, and the New Hebrides will be visited. Sir Henry wishes to observe at first hand the working of the Condominium (Great Britain and France). He will return to Suva early in December. Mr. Ponsonby, private secretary, accompanies his Excellency, and a Scotch piper, Mr. W. Murray, is taking the trip as official bagpiper.

A Harbour Incident.

There is more than a suggestion of callousness and brutality about an accident that occurred in the harbour yesterday, says the "Straits Times" of Dec. 12. Just before her departure for Batavia the Dutch steamer Van Noort loaded a quantity of ice from a sampan lying alongside. Immediately the last block was hoisted out of the sampan the Van Noort's engines were started and the rope of the sampan was cut. Before the coolie could manage to manoeuvre his sampan out of the way it was caught in the whirl of the steamer's propeller. The bow of the sampan was smashed and the unfortunate coolie thrown into the water, where his head came in contact with the revolving blades and a deep gash was inflicted. The poor fellow could not get back into his water-logged sampan but had to keep himself afloat as best he could till the launch Mercury—having been apprised of the accident by the Van Noort—came to his rescue some minutes later. He was taken to the Port Health Officer's department and treated. The whole circumstances of the occurrence suggest that the authorities should enquire into the extent to which the negligence of the Van Noort's crew was responsible.

SHANGHAI PEACE CONFERENCE.

A Baseless Rumour.

On the basis of a telegram from Tokyo described as official the "Daily Press" this morning publishes a leader in which it is assumed that Great Britain and Japan are intervening at the Peace Conference at Shanghai. The extreme improbability of these two Powers taking any such action is self evident, and the fact that our Shanghai correspondent, who has kept us posted on the course of events since the arrival of H. E. Tang Shao-yi, made no mention of this alleged intervention should suffice to show that the report is false. But further proof that the report is only one of the numerous unreliable canards that have been offered to anyone sufficiently gullible to give them credence is found in the fact that private telegrams have been received in the Colony from Shanghai, the authenticity of which is beyond question, stating that, as already reported in this paper, only the Imperialists and Revolutionaries are taking official part in the negotiations.

We deem it our duty to publish this correction of our contemporary's assertions, as otherwise much harm might be done to British and Japanese interests here among the Chinese.

THE EMPRESS OF CHINA.

Safe Arrival at Uraga Dockyard.

The following is from the "Nagasaki Press" of Dec. 15.—The Empress of China, which was refloated at noon on Tuesday after being fast on the rocks off Shirahama for five months, was safely navigated into deep water at four o'clock the same day and was towed to Tatoyama by the Mitsui Bishi Company's salvage steamer Oura-maru and two other vessels, reaching port at ten o'clock that night. Yesterday morning at 8.15 she left Tatoyama for Uraga Dockyard, where she will be placed in dry dock and examined. On the result of the examination will depend the further decision of the Canadian Pacific Railway Company as to the repair of the vessel.

Captain Arehild, who commanded the vessel at the time of the accident and was exonerated from blame by a Naval Court of Enquiry, has undergone treatment at Yokohama for appendicitis and left for home by the Empress of Japan on Monday, the day before his vessel was refloated.

A telegram was received at the Mitsui Bishi Dockyard and Engine Works stating that the Empress of China arrived at Uraga safely yesterday at two o'clock.

ATTEMPTED BANK ROBBERY.

A daring attempt at robbery on a large scale was made at the Hongkong and Shanghai Bank about six o'clock last evening, says the "N. C. Daily News" of Dec. 10, and continues: Usually at this time money is being received from the native banks, and there is always a number of people in the bank room where the business is transacted. A Chinese plain clothes constable on duty there kept observation on a man whose movements had seemed suspicious, and saw him suddenly snatch at a pile of notes on the table. He gathered up notes to the amount of \$1,800 and made a dive for the door. The constable was quickly upon him. When caught, the man threw the notes away, and instantly there was a scramble for them. In the confusion \$300 disappeared, and have not been recovered. The arrest was solely due to the smartness of the native constable.

THE POST OFFICE.

Holiday Arrangements.

On Christmas Day, Boxing Day and New Year's Day the Post Office will be open from 8 to 10 a.m. only. The Money Order Office will be entirely closed during the holidays.

THE COLONY'S BADGE.

A Decided Improvement.

The resolution which comes before the Legislative Council to-morrow, to substitute a new design for the badge already in existence in the colony, is by no means premature, for, in the words of the motion, it most certainly is "not only inartistic but it is unsuitable for reproduction, especially on flags, etc."

The existing badge may rightly be termed the representation of a pastoral scene with a decidedly pronounced human interest. In the foreground is an Englishman, top-hatted and frock-coated, shaking hands with a Chinese. A little to the left stands a sailor in huge bell-bottomed trousers handling a case, while to the right monotony of space is further obviated by the presence of three cases, presumably of merchandise. The middle distance is, we take it, supposed to represent the Harbour and in it are to be found a junk and a European three-masted ship. The junk is not without some artistic merit and even the "three-masted" might find favour in some eyes though it is dwarfed into insignificance by a flag at the stern which is obviously out of proportion.

In the background rises the Peak, surmounted by a flagstaff, bearing the British flag, as much out of proportion as the first, while at the foot of the steep are to be found three rectangular erections which may be taken for godowns, private houses, malthouses, or any structure that may appeal in particular to the examiner.

Obviously, such a design must be unsuitable for a badge. By every reason of the mass of detail contained therein it becomes poor, and even as a crest its insignificance robs it of the imposing appearance that a crest should have.

There may be objections to the suggested substitute, but it at least has the merit of dignified simplicity. In a circle surmounted by a crown, appear the Chinese characters for Hongkong in bold display. It is a decided improvement on the landscape badge.

CALENDARS.

We have to acknowledge receipt of the following calendars, etc.:

From Messrs the Victoria Dispensary, a presentation blotting pad.

From Messrs A. S. Watson & Co., two wall calendars.

From Messrs F. Blackhead & Co., two calendars of the Bernese Alps Milk Co., of which they are the sole agents.

From the Hongkong Branch of the Commercial Union Assurance Co., Ltd., a calendar.

From Messrs. Dodwell & Co., Ltd., agents for the Alliance Assurance Co., Ltd., a blotting pad.

From Messrs. the P. & O. Company, a calendar.

From Messrs. Siemens & Co., agents of the Sun Fire Office, a blotting pad and a calendar.

From Messrs. Arnold, Karberg & Co., agents of the Lancashire Insurance Co., a blotting pad and calendar.

From Messrs. the Toyo Kisen Kaisha, four calendars.

From Messrs. Carlowitz & Co., general agents for the Albingia Insurance Co., a calendar.

From Mr. Lacy Goodrich, General Agent for the Western Pacific, one calendar.

From Messrs. W. R. Loxley & Co., Agents for "Izal" Disinfectant, one calendar.

One never tires of stories of the discovery of hidden treasure. Here is one from a village near Odawara, in Kanagawa prefecture, Japan. It seems that some work has been going on at the residence of one Seizemon Kawase, in Sakawa Mura. Recently, when an old godown was being pulled down, a son of the owner despoiled a hole in one of the beams plugged up with a wooden peg. On pulling it out a lot of old gold coins fell out. On closer examination, and old silken purse was found, with upwards of a hundred Keicho-koban and nibukin, representing a value of several thousand yen in the currency of the day.

NOTES AND COMMENTS.

Peak Communications.

Work has been started in earnest by the Public Works Department on the construction of the new road at the Peak which is to give residents of Plantation Road direct access to the Tram Station and Chamberlain Road. Evidently the work is going to be costly, more costly in fact than many think necessary. The present approach from the Tram Station to the Peak Hotel is to be shifted back (the Hotel receiving compensation in the shape of a plot on the other end of their land further along Chamberlain Road) and this will necessitate diverting Chamberlain Road and the erection of two new retaining walls, the one to hold the new portion of Chamberlain Road, the other the new part of the road to Pokfulam, which it will be necessary to construct. Many still think that public convenience would have been served equally effectually and at much less cost, if the new connecting road had been made so as to come out and end at the Power House, giving entrance to the Tram Station by the little bridge across the line which is now in use.

Small Shares.

For a long time Germans in the Far East have been agitating to be allowed to form companies with shares of small denominations. The Reichstag at the beginning of this month made a grudging concession in this direction, a bill being passed which apparently fixes the denomination of shares at 200 marks. We say apparently, as the telegram was rather vague. Assuming this interpretation to be correct the Reichstag has not been unduly generous. It appears that by German law all shares of joint stock companies in Germany are of denominations not less than 1,000 marks, evidently to prevent gambling. In the Far East, however, shares of large denomination are not popular and, according to Herr Kidorley-Wachter the result has been that a whole lot of industrial and commercial undertakings have been founded by German business men with German money in conformity with the requirements of English law. The effect on the Chinese, he explained, was in the direction of assuming that British protection was more effective than German, when they found German companies with German capital registering as British companies. The appeal to patriotism was successful and the bill, which was rejected eighteen months before, was carried in the closing days of the session. It remains to be seen what effect the concession will have in regard to the establishment of German joint stock concerns in China. The concession, it may be noted, extends only to China proper and Kioochan.

In Case of Fire.

Quite the neatest and most successful plan for clearing a crowded hall was adopted the other day, by a Chicago policeman. A fire had broken out in the rear of the theatre. This policeman climbed upon the stage, raised his hand for silence, and spoke as follows:—"Ladies and gentlemen, if you want to see one of the greatest fires for years go outside and look to the south, half a mile away. Take it easy as you go out. Don't break up the furniture, because the management says you can come back when you've seen enough of the fire, and you'll want to use your seats again." Rapidly, but without disorder, the overwhelming majority of the audience made their way into the street. There remained only twenty of the thirty persons who were not curious enough about fires to take so much trouble. As soon as the others were out of hearing, the policeman spoke again, but in a more peremptory tone. "Say, you fellows, beat it! There's a big fire in the barn back of this place, and you'll be burned to death if you stay a minute longer."

WEDDINGS.

Beaton-Leask.

A very pretty wedding took place this afternoon at St. John's Cathedral when Miss A. E. Mabel Beaton, M.A., daughter of Mr. Wm. Leask, Beaton, Perth, Scotland, and niece of Dr. Rennie, late of Hongkong, was married to Mr. William Laughton Leask. The service was fully choral, and the officiating clergyman was the Rev. F. T. Johnson, M.A. Mr. Deaman Fuller presided at the organ.

The bride, who was given away by Mr. P. H. Holyoak, wore a gown of ivory satin trimmed with point lace and a spray and lovers' knot of orange blossom. She carried a bouquet of chrysanthemums.

Misses Joyce and Dorothy Holyoak were the bridesmaids and were dressed in long pale pink and satin frocks, with hats of pink satin lined with white satin. They carried posies of pink rose.

Mr. Alfred Bryer acted as best man.

The bride's present to the bridegroom was a set of gold studs and sleeve links, while his present to the bride consisted of a gold wrist watch bracelet. The bridesmaids were the recipients of gold band bracelets.

After the ceremony a reception was held at the house of Mr. P. H. Holyoak, Capatsum, Barker Road.

Kennedy-Kinghorn.

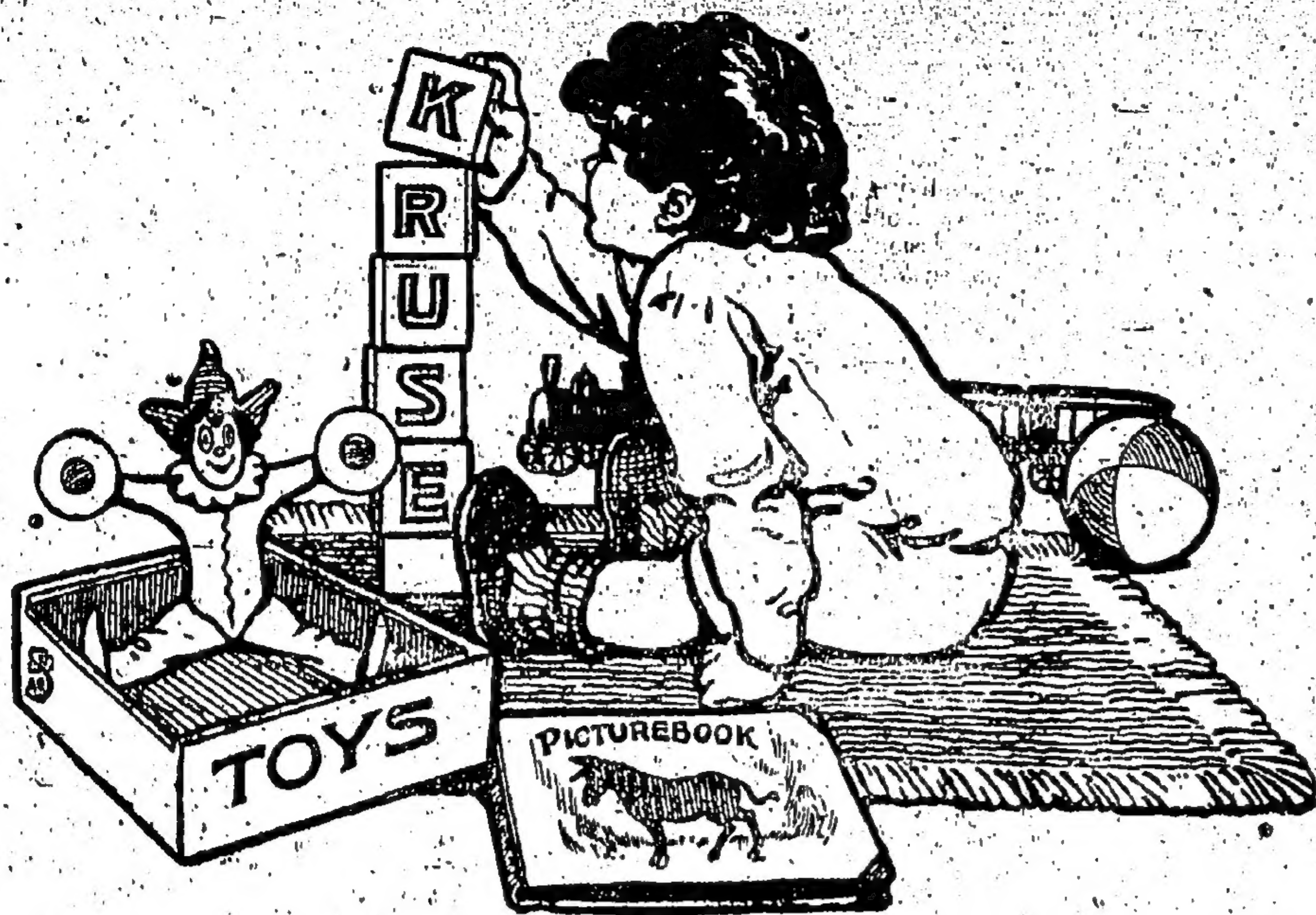
A quiet though pretty wedding was solemnized at the Union Church, this morning, when Miss Jeanne Kennedy was married to Mr. J. R. Kinghorn, of Messrs. Butterfield and Swire. The bride, who looked charming in conventional white and orange blossom, was given away by Mr. D. Kennedy, and was attended by her two sisters, the Misses Kate and Maude Kennedy. The officiating clergyman was the Rev. O. H. Hickling.

Mr. S. G. Bolden acted as groom's man.

Following the ceremony a reception was held at the Grand Hotel, and later in the day the happy couple left for Macao where the honeymoon is to be spent.

The following included some of the presents:—Mr. and Mrs. Nicholls, silver tea service; Mr. Beaumont, silver cream and milk stand; Mr. and Mrs. Cowen, silver and mother of pearl fruit stand; Mr. J. Lennox, Mr. Malcolm M. Murray, and Captain Innes, silver tea and coffee service; Mr. and Mrs. Gedgo, cheese dish; Mr. and Mrs. Capell, silver photo frames; Mr. and Mrs. Johnstone, blackwood photo frames; Mr. Nicolay, silver jelly spoons; Mr. and Mrs. Edward Jones, tea cloth; Mr. S. G. Bolden, silver vases; Mr. and Mrs. Walters, blackwood fire screen; Mr. and Mrs. McCubbin, blackwood stools; Mr. and Mrs. Hyde, French clock; Mr. and Mrs. Gibson, blackwood photo frames; Mr. and Mrs. Wynne, silver and crystal ice basket; Mr. Peel and Mr. Glendinning, silver butter dish; Mrs. Silva, serviette rings; Mr. and Mrs. Hewett, silver butter dish; Mr. Charles Cowley Nelson, silver knives and forks; Mr. Whitlow, silver flower vases; Mr. and Mrs. Mitchell, set of silver sugar spoons; Mr. and Mrs. Brotherton Harker, silver and crystal jelly dishes; Miss Brotherton Harker, silver pepper and salt stand; Mr. E. E. Smith, set of silver tea and coffee spoons; Mr. and Mrs. Milne, silver manicure set; Mrs. J. Kew, silver serviette rings; Miss Schmidt, silver menu stands; Mrs. R. A. Ramsay, silver bonbon dishes; Mr. and Mrs. A. Bain, silver card case; Mr. A. Beal, silver salt cellars; Mr. W. Runcio, silver mustard pot; Mrs. Quinn, silver pepper holders; Mr. and Mrs. A. E. Crappell, silver flower vases; Mr. A. Jenkins, silver butter dish and knife; Mr. D. Kennedy, tea kettle; Misses Kennedy, diamond and emerald pendant; besides numerous others.

A telegram from Washington to the "Manila Times" states that President Taft controls the reorganized Republican national committee, which has begun sessions there, and it is predicted that his influence will be sufficient to ensure his re-nomination as the standard bearer of the Republicans next November.

EXHIBITION OF TOYS!
KRUSE & CO.

Today's Advertisements

EXHIBITION! OF EXHIBITION!
TRANSFORMING AND DISTORTING
MIRRORS.

At PEDDERS' STREET—Opposite the Hongkong Hotel.

THE most wonderful, mysterious and fascinating delusions ever seen in the Colony. The latest thing direct from London. Come and see yourself and your friends transformed, distorted and distended into all sorts of extraordinary shapes before the famous MIRRORS, and do not forget to bring your cameras with you so that you may secure caricatures of your own portraits.

PRICES OF ADMISSION:—Adults 50 Cents. Children 30 Cents. Hongkong, 20th December, 1911. [1552]

CLERK CHARGED WITH
EMBEZZLEMENT.

At the Police Court this afternoon, before Mr. E. A. Irving, Gregorios Lagoria, a clerk in the employ of the Exile Garage, was charged with embezzling \$8 and with making a false entry in a book, with intent to defraud, on or about Nov. 27.

Mr. Grist appeared to prosecute and Mr. Gardiner defended.

Defendant, according to Mr. Grist, was a clerk and his duties were to record in a book the times a car left the garage and returned, and to take the proper amount from the person hiring the car. Defendant in this case received the \$8 from the driver of a car and altered the entry in the book from 1.45 p.m. to 2.45 p.m. and then wrote "void" across the entry. Evidence was being called when we went to press.

CANTON NEWS.

(The "Telegraph" Correspondent.) Canton, Dec. 19.

Chan Kai-sum, who was promoted from police constable to inspector for capturing Wan Sang-choy, the assassin of the Tartar-General Fu Chi, was arrested here by the revolutionaries on Dec. 17. He is at present in prison pending the determination of a suitable punishment.

The members of the peace preserving corps who were captured after a fight with the revolutionaries on Sunday last, were taken outside the Eastern gate and shot. Not satisfied with this the revolutionaries removed the internal organs from the dead bodies. This act of barbarism was witnessed by several foreigners.

The election of members of the Senate took place yesterday. Wong Shik-chuen was elected President and Sung Ye-mui and Lo Sham Vice-Presidents.

General Lung Chui-kwong has declined the request of certain of the Chinese resident in Hongkong that he should remain in Canton. He thinks it more advisable to go to Yumchow, Linchow, Luichow and other places where disorderly mobs have gained the upper hand, so as to prevent foreign complications. He paid a tribute to the patriotism and generosity of the country and merchants in Canton.

CHRISTMAS HOLIDAYS.

IN accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the transaction of Public Business on 25th and 26th instant.

Hongkong, 20th Dec., 1911. [1553]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES. S.S. "TENYO MARU." From SAN FRANCISCO, HONOLULU, and JAPAN PORTS.

The above-named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY, to 22nd inst., at 5 p.m. will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, the 22nd inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or godown and examination of same to be arranged. All claims must be filed on or before Friday, Jan. 5th 1912, otherwise they will not be recognized.

K. MATSUA, Agent. Hongkong, 19th Dec., 1911. [1554]

FROM EUROPE.

THE H.A.L. Steamship "SEGOVIA," Captain Delant, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-signed.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—Ex. "Elihu" from Skio.

"Portland" from Salsal. HAMBURG-AMERIKA LINE. Hongkong, 20th Dec., 1911. [1555]

GARNER QUELCH & CO.

WINE MERCHANTS

Des Vœux Road

TELEPHONE 636.

Supply the highest quality Wines, Spirits, Cigars and Cigar. etets obtainable consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, December 7th 1911.

VON RIEGEN'S PATENT
FIRE BRIDGE BARS.

COST OF INSTALLATION QUICKLY ABSORBED BY
ECONOMY IN FUEL
EFFECTED.

FOR FULL INFORMATION AND PARTICULARS
APPLY TO
THE UNITED ASBESTOS ORIENTAL
AGENCY, LD.,

SOLE AGENTS.

OR TO

CH. WITZKE, SUB-AGENT

Hongkong, December 7th, 1911.

FOR SALE.

Offers will be received by the Management for the purchase as a going concern, of the "HONGKONG TELEGRAPH."

Hongkong, Nov. 16, 1911.

Prepaid
Advertisements.

25 WORDS \$1 for 3 insertions or \$2 for one week.

BOARD AND RESIDENCE—
"HOMEVILLE," Morison Hill,

splendid view of the harbour, 10 minutes from Post Office by electric car; entrance, 155, Wyndham Road. Telephone 2112. [1556]

OFFICES TO LET.

FIRST class, central accommodation, light and airy, on First, Second, or Third Floor, in new building being erected for MESSRS. WHITEAWAY LAIDLAW & CO., LTD. Entrance from Des Vœux Road. Electric Lift to all floors. Electric light throughout. The plan can be seen and all particulars obtained at the Office of MESSRS. PALMER & TURNER, Alexandra Buildings 2nd Floor. Hongkong, 15th Dec. 1911.

MILK
FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL
REMOVED: THE CREAM ONLY.
ADDED: NOTHING.



If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM CO.

One penny a pint!

E. C. Wilks, M.I.Mech., E., A.M.N.A.
Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches.
ALEXANDRA BUILDINGS, 2ND FLOOR.
Hongkong, 1st May 1911.

Just received, a fresh consignment of
PAUL CLOUET CHAMPAGNE,
Extra Dry
at \$24.00 per case of 2 doz. pls.
FRENCH STORE,
L. Gamau,
6 Queen's Road Central.

HONGKONG AND CHINA GAS
CO., LD.
NOTICE.

ON and from the 1st January, 1912, the price of Gas to the public will be REDUCED to \$2.60 per 1,000 cubic feet.
By Order of the Directors,
GEORGE CURRY,
Local Secretary.
Hongkong, 7th Nov., 1911. [1476]

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 16th Aug., 1911. [1540]

POPULAR
"ASAHI" BEER

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [49]

HONGKONG ELECTRIC COMPANY, LIMITED.
ST. GEORGE'S BUILDINGS.

NOTICE.

THE extension of the ELECTRIC LIGHT to the Peak District is expected to be completed by about the end of March, 1912.

Intending consumers are advised to have their houses wired in readiness to avoid delay in obtaining the light.

The Company are prepared to submit estimates for wiring houses on application.

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 16th Dec. 1911. [1554]

G. FALCONER & Co., Ltd.
WATCHMAKERS & JEWELLERS.

LARGE SELECTION ENGLISH SILVERWARE.

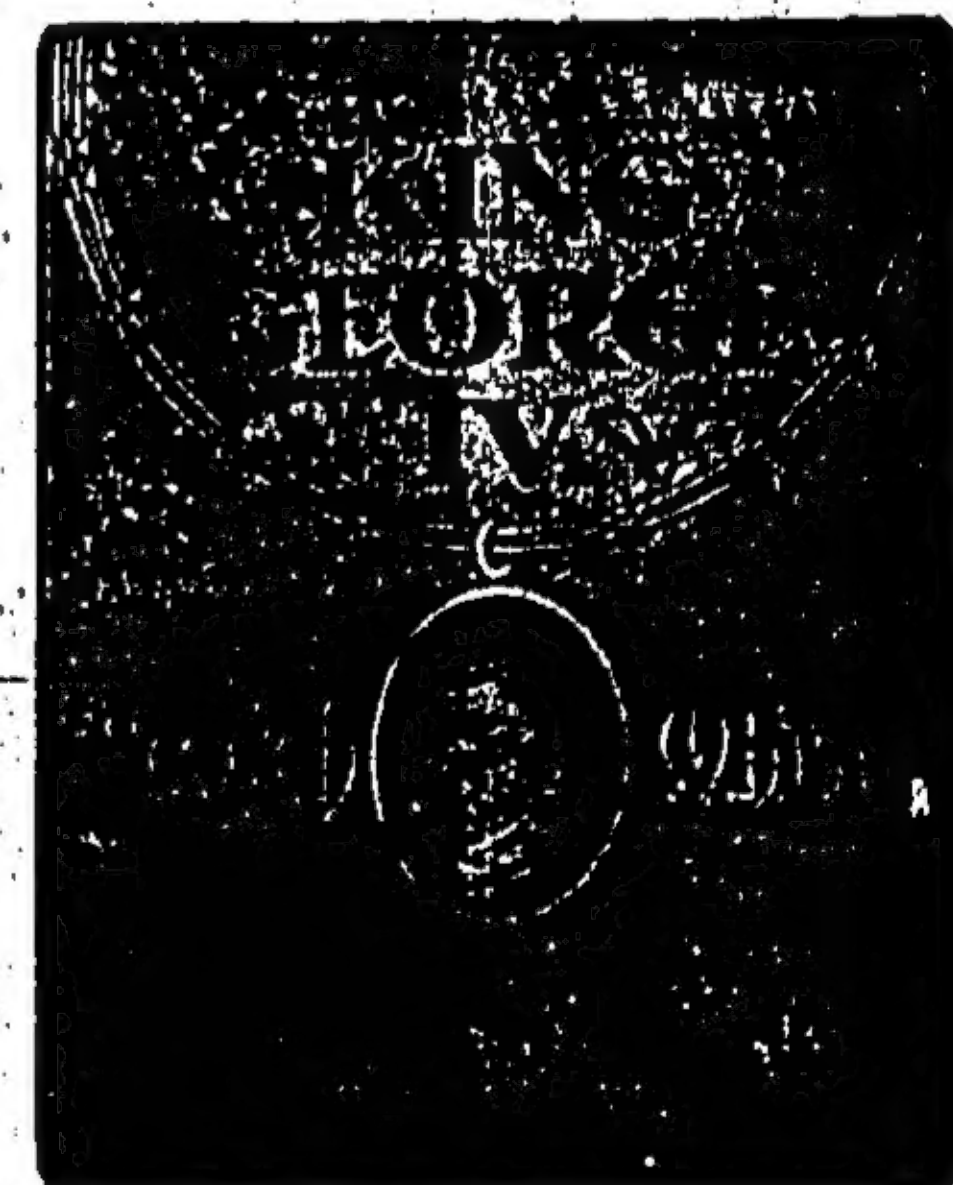
COMPRISING PRESENTATION

PLATE, BOWLS, RACE CUPS, etc.

ALWAYS IN STOCK.

INSPECTION INVITED.

A choice selection of Xmas Goods have arrived.



This Whisky is from the Distillers Coy., Limited,

of Scotland, and is one of their most famous Brands.

It is guaranteed to contain only the very finest Highland.

Malts and is matured in Sherry Wood. Its roundness,

delicate bouquet, full body, and delicious after-taste all

proclaim it the Whisky par excellence.

SOLE AGENTS—

H. PRICE & CO., LTD.,

12, Queen's Road Central,

HONGKONG.

Tel. No. 135.

Hongkong, 13th December, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. Connecting with Royal Mail Atlantic Steamers. (Subject to alteration.)

From Hongkong	From St. John, N.B.
"MONTEAGLE".....Sat., Dec. 30.	
1912	1912
"EMPRESS OF INDIA".....Sat., Jan. 27.	"EMPRESS OF IRELAND".....Fri., Feb. 23.
"EMPRESS OF JAPAN".....Sat., Feb. 24.	"EMPRESS OF IRELAND".....Fri., Mar. 23.

S.S. "MONTEAGLE" calls at Moji instead of Nagasaki. Steamers will depart from Hongkong at 7 a.m.

Each Trans-Pacific "Empress" connects at Vancouver, with a Mail Express Train and at St. John, N.B. with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families.

Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43. Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CHADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO. LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA.....YUENSANG	Saturday, 23rd Dec., 2 p.m.
SHANGHAI.....KOONGHONG	Sunday, 24th Dec., 10 p.m.
SINGAPORE, PENANG & CALCUTTA.....KUTSANG	Wednesday, 27th Dec., 3 p.m.
SANDAKAN.....MAUSANG	Friday, 29th Dec., Noon.
SHANGHAI, KOBE & MOJI.....POOKSANG	Friday, 29th Dec., Noon.
MANILA.....LOONGSANG	Saturday, 30th Dec., 2 p.m.

RETURN TOURS TO JAPAN (Occupying 21 days).

The steamers "Kutsang," "Namsang," and "Pooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Tientsin.

‡ Taking Cargo on Through Bills of Lading to Kuantan, Lahad Datu, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. General Managers. Hongkong, 20th December, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE AND PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"RYGJA".....	December 20th.
"SUVERIO".....	January 9th.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Hongkong if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780. Hongkong, 14th December, 1911.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS:

S.S. "DUNERIO".....3,000 tons.....To be despatched end Dec.

S.S. "KATANGA".....5,000.....To follow.

and regularly thereafter.

For rates Freight or Passage, apply to

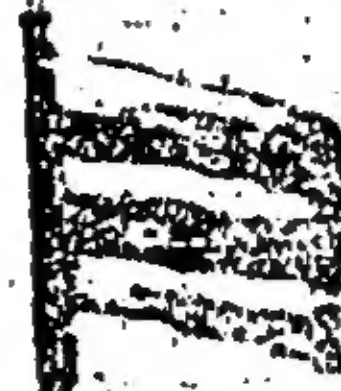
THE BANK LINE, LIMITED,

Managers Agents.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destinations	Steamers	Sailing Dates
MARSEILLES, LONDON AND ANWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID.	KAWACHI MARU, Capt. Peterson, T. 7,000 KITANO MARU, Capt. F. E. Cope, T. 9,000 IYO MARU, Capt. R. Takeda, T. 7,000	FRIDAY, Dec. 22nd WEDNESDAY, 3rd Jan., at Daylight. WEDNESDAY, 17th Jan., at Daylight.
VICTORIA, B.C., SEATTLE via SHANGHAI, MOJI, Kobe, Yokohama, and YOKOHAMA.	TAMBA MARU, Capt. K. Noda, T. 7,000 AWA MARU, Capt. T. Iizawa, T. 7,000	TUESDAY, 2nd Jan., at Noon. TUESDAY, 30th Jan., at Noon.
VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, Capt. H. Kou, T. 7,000	SATURDAY, 30th Dec., from KOBE
SYDNEY & MELBOURNE, via MANILA, THIRSDAY ISLAND, TOWNSVILLE and BRISBANE.	NIKKO MARU, Capt. M. Yagi, T. 6,000 KUMANO MARU, Capt. M. Winkler, T. 6,000	FRIDAY, 22nd Dec., at Noon. FRIDAY, 19th Jan., at Noon.
BOMBAY via SINGAPORE & COLOMBO.	BOMBAY MARU, Capt. J. Noma, T. 5,000	TUESDAY, 26th Dec.
KOBE & YOKO.	HIRANO MARU, Capt. H. Fraser, T. 9,000	THURSDAY, 21st Dec., at 11 a.m.

* Fitted with new system of wireless telegraphy.

* Carries deck passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN KOBE and CALCUTTA.

Regular fortnightly service from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The next steamer to sail from Hongkong—

"HIROSHIMA MARU".....Tons 4,000.....Capt. Hirano.....Dec. 30th.

1912-PASSENGER SEASON 1912.

FOR EUROPE

Steamer	Tons	Captain	From Hongkong
TANGO MARU	8,000	K. Kawana	Feb. 14th.
KAMO MARU	9,000	F. L. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 13th.
MISHIMA MARU	9,000	A. O. Moss	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Murai	May 22nd.

FOR SEATTLE

Steamer	Tons	Captain	From Hongkong
INABA MARU	7,000	S. Tomimaga	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 20th.
SANUKI MARU	7,000	T. Iizawa	April 9th.
AWA MARU	7,000	S. Tomimaga	April 28th.
INABA MARU	7,000	S. Tomimaga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chute Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI....."CHINHUA"	21st Dec. 4 p.m.
WEIHAIWEI & CHEFOO....."WUHU"	21st " 4 p.m.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS....."TAIYUAN"	22nd " 4 p.m.
SHANGHAI....."HUICHOW"	23rd " M'night.
MANILA, CEBU & ILOILO....."TAMING"	26th " 4 p.m.
SHANGHAI....."CHENAN"	28th " 4 p.m.
SHANGHAI....."LINAN"	30th " M'night.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin crew Steamers "Tea" and "Taming," saloon accommodation midships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. "Kallong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihua.)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 86. Hongkong, 20th December, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

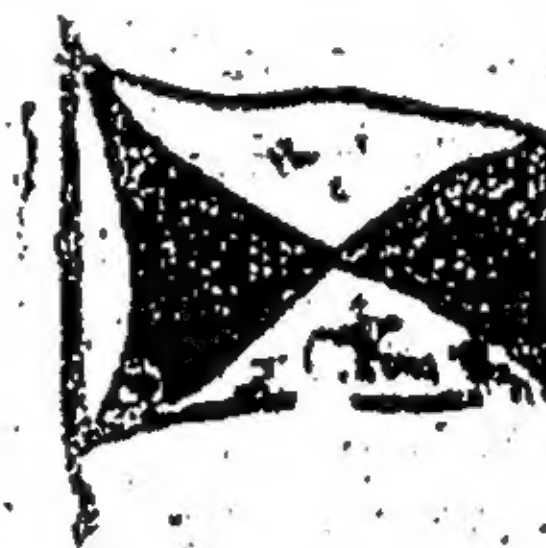
OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama: S.S. "Segovia".....20th Dec. Silesia.....1st Jan. " Ambria.....16th Jan. " Goldenfels.....27th Jan. " Suevia.....30th Feb. " F. Busch.....ob. " Belgavia.....18th Mar. " Sachsen.....18th Mar. " C. Ferd. Louise.....3rd Apr.	For Marseilles, Havre & Hamburg: S.S. "Andalusia".....21st Dec. For Havre, Rotterdam & Antwerp: S.S. "Brasilia".....6th Jan. For Havre, Bremen & Hamburg: S.S. "Dorland".....9th Jan. For Marseilles, Havre & Hamburg: S.S. "Segovia".....23rd Jan. For Havre, Hamburg & Antwerp: S.S. "Silesia".....31st Jan. For Havre, Rotterdam & Hamburg: S.S. "Sambor".....1st Feb. For New York: S.S. "Argonaut".....6th Feb.

For Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office.

Hongkong, 19th December, 1911.



HONGKONG-PHILIPPINES STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO.....	4000	M. C. Smith	Manila, Cebu and Iloilo.	WEDNESDAY, 20th Dec. 4 p.m.
RUBI.....	4000	S. Crosby	Manila, Alangarin, Iloilo and Cebu.	SATURDAY, 30th Dec. 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS.

Hongkong, 19th December, 1911.

A. R. MARTY.

HONGKONG-HOIHOW-HAIPHONG-PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine and Wireless Telegraphy.

For Steamship Captain Tons Leaving

For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road.

Telephone 118. Hongkong, 12th June, 1911.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjibodas.....	JAVA	.....	SHANGHAI	2nd half Dec.
Tjimahi.....	JAVA	.....	JAPAN	2nd half Dec.
Tjilawong.....	JAVA	.....	JAPAN	1st half Jan.
Tjitaroen.....	JAPAN	.....	JAVA	1st half Jan.
Tjipanas.....	JAVA	.....	JAVA	1st half Jan.
Tjilatjap.....	JAVA	.....	SHANGHAI	2nd half Jan.
Tjimanoeck.....	JAVA	.....	JAPAN	1st half Feb.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yokohama Buildings.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE.

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Nippon Maru".....	11,000	A. G. Stevens	Dec. 22nd, Noon.
S.S. "Tenyo Maru".....	21,000	E. Bent	Dec. 29th, Noon.
S.S. "Shinyo Maru".....	21,000	H. S. Smith	Jan. 10th, Noon.
S.S. "Chiyo Maru".....	21,000	W. W. Green	Feb. 10th, Noon.

These steamers are equipped with Turbine Engines and Triple Boilers. All steamers carry Japanese Government wireless telegraph and post office.

The triple screw steamer TENYO MARU will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on FRIDAY, the 23rd December, at Noon.

INTERMEDIATE SERVICE.

The steamer "Nippon Maru" 11,000 tons Capt. A. G. Stevens will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Friday 22nd December at noon.

SOUTH AMERICAN LINE.

(In conjunction with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of Sailing
Kiyo Maru.....	17,500	Tuesday, Feb. 11, Noon.
Buyo Maru.....	10,500	Tuesday, April 3, Noon.
Hongkong Maru.....	11,000	Friday, Jan. 7, Noon.

The steamers "KIYO MARU" will be touched at base for MEXICAN PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 11th Feb.

For further Particulars as to Passage and Freight, apply to—

K. MATSUDA, Agent.

KOBUN BUILDING, Hongkong.

LOG BOOK.

Oil or Coal?

An important series of experiments as to the comparative values of coal and oil as fuel for steamers had just been completed by the Canadian Pacific Railway, and Captain J. W. Troup, the manager of the British Columbia Coast Service of this railway, has issued the following report, giving the result of the experiments:—

"After very careful consideration of the subject during last year, the C. P. R. management, decided to equip a few of its vessels of the British Columbia coast, for the purpose of testing the efficiency of oil as compared with coal for fuel. Before doing this the various aspects of this question had to be considered, supply, cost, were discussed, and the result of this inquiry, together with the experience of others, indicated clearly a decided advantage in the use of oil.

"The first vessel to be equipped was the Princess May, which was undergoing extensive repairs. In former years, when burning coal, this vessel was unable to make the desired speed at all times. There were losses through cleaning of fires and the handling of ashes, and on a voyage where fuel forms such an important factor, due to the necessity of passing through certain channels at certain stages of the tide, if the vessel fails to catch the tide it becomes necessary to anchor, and thus lose still further time. It will, therefore, be readily seen how important it is to be able to secure the speed when called for, and this advantage has been gained in the Princess May by the use of fuel oil. It is now found that she can maintain an average speed with two boilers just about equal to what she had before with three boilers burning coal.

"One of the great advantages in the use of oil is the steady steam throughout the watch, and, in fact, from day to day. With coal it is up and down, and the operation, of cleaning fires, has an injurious effect on the boilers, while with oil there is no cleaning of fires, and the temperature remains the same at all times. The Company's vessel, Princess Charlotte, has also been fitted for oil, the fuel being carried in her double bottom, no special tanks being required. She has six boilers with three furnaces in each. They have all been fitted with cyclone burners, and this vessel is showing very good results.

"It is found that 3.75 barrels of oil will do the work of one ton of Vancouver Island coal. One of the great advantages in the use of oil is its cleanliness and the great saving in labour. No coal trimmers are required, no gangs of men to put the coal on board or the ashes overboard. The number of firemen is very much reduced, and their work is now comparatively easy. The docks are not covered with cinders and smut, and the time required for taking fuel on board each day is more than cut in two.

"The Company has constructed a large tank in Vancouver with a capacity of 55,000 barrels of oil. There has been placed near the wharf another tank of 1,000 barrels. The oil is transferred from the large tank to the smaller one by means of a steam pump, and from the smaller one direct to the vessel's tanks by an electric-driven pump of sufficient capacity to deliver about 1,000 barrels an hour on board. The Company's officers are very much pleased with the results so far, and there is little doubt that the greater number of the Company's vessels on the coast will soon be fitted for this fuel."

COMMERCIAL.

Canadian Wheat.

Although full official details are not yet available respecting the total wheat crop of the Dominion of Canada, the general tenor of this year's tale, so far as wheat is concerned, is no secret, says the "Financial News." From a quantitative point of view the high hopes of last summer will not be greatly dashed, because, in spite of August night frosts and of weeks of drenching rain at harvest time, the actual yield of the Prairie Provinces is apparently not likely to fall short of, say, 22,000,000 to 25,000,000 quarters. This will be a record so far as actual volume is concerned. But the quality of this big crop will leave something to be desired, the untoward weather conditions which attended the ripening of the grain and its harvesting having wrought such widespread injury that the high grades will be scarce this year. We cannot say whether the forecast that not more than 5 per cent. of the crop of the three Western Provinces will not grade No. 1 Northern, but certain it is that No. 3 Northern, which last year would have been deemed low, is painfully frequent to-day in Winnipeg grading. Saskatchewan, which promises to be the premier wheat-bearing province of Canada, and has this year probably produced 25 to 30 per cent. more wheat than Manitoba, seems to have fared the worst of all the provinces, so far as quality is concerned, some proportion of its grades running as low as five and six. Alberta has apparently fared better, having suffered less from the cold rains at harvest time. To some extent the abundance of the crop will compensate for the damage wrought by weather, because even grades five and six have some commercial value, but it is grievous to think of how many millions which have been lost to Canada, through the vagaries of this year's weather. Canadian wheat growers and prospective farmers may console themselves with the undoubted fact that by the doctrine of chances next year's crop, if no larger—though the trend has been to over-increase the area under wheat in Canada—is likely to be of much better quality. In the nature of things it is most unlikely that the series of unfavourable weather conditions which has conspired this season to deprive the Prairie farmer of some of his hard-fought-for money will again recur in our days.

Shanghai Share Report.

Messrs. J. P. Bisset & Co.'s weekly share report dated Dec. 8, is as follows:—Very little improvement has taken place in rates since the issue of our last circular. The market continues exceedingly dull and the number of transactions is insufficient to call for comment on individual stocks. Langkats at the close of the week are stronger at Tls. 62.1-2. There are some inquiries for Tramways and Telephones. The Rubber market continues very inactive.

Shanghai, Dec. 7, 1911.

Following is the business recorded:—

December 1.—S. & H. Wharf Tls. 92.1-2 cash. Semabuss Tls. 1.30 cash. Shanghai Land Tls. 95 cash.

December 2.—Shanghai Race Club 6 per cent. debentures Tls. 102 cash. Culty Daily Tls. 10 cash.

December 4.—Ziangbuss Tls. 4 cash. Sonawangs Tls. 17 cash. December 5.—Tobongs Tls. 11 cash. Chongas Tls. 3 cash. Shanghai Land Tls. 95 cash.

December 6.—Langkats Tls. 62.1-2 cash. Tugs and Lighters (ord.) Tls. 14 cash. Chimpedaks Tls. 10 cash.

December 7.—Langkats Tls. 62.1-2 cash. Pangalans Tls. 10 cash. Gula-Kalumpungs Tls. 11.60 cash. Ambarat Tls. 2.70 cash.

SHARE REPORT.

B-SELLERS. H-SALE. B-BUYERS.

STOCKS & PAID UP VALUE	CLOSING QUOTES	PARTY DIVIDEND AND DATE
BANKS.		
Hongkong & Shanghai	\$125	\$362 ea.
National Bank	25	480
Marine Insurance	25	\$187 1/2 b.
Central	25	\$145 b.
North China	25	\$100
Union	100	\$625
Yangtze	250	\$210
FIRE INSURANCE.		
China Fire	250	\$127 1/2 b.
Hongkong Fire	250	\$36 1/2
China & Manilla	25	\$10 1/2 a.
Donghai Steamship	250	\$21
Stamboat	15	\$27 ea.
Indo-China	25	\$61 a.
(Preferred)	25	\$116
(Deferred)	25	\$11 b.
"Shell" Transport	25	\$17 b.
"Star Ferry"	25	\$105 a.
Obina Sugars	100	\$31 1/2 a.
Luzon Sugars	100	\$105 a.
REFINERIES.		
Obina Sugars	100	\$105 a.
Luzon Sugars	100	\$105 a.
MINING.		
Chinese Engineering	25	T14
Tonghai	25	53/6 b.
Rauha	25	\$2.50 b.
Docks, Wharves, & Dredging	25	\$65
Kowloon Wharf	25	\$45 b.
H. K. & W. P. Docks	250	\$45 b.
Shanghai Docks	T. 100	T.57
Hongkong Wharves	T. 100	T.50
LANDS, HOTELS & BUILDINGS.		
Anglo French Lands	T. 100	T.54 b.
Hongkong Hotels	250	\$119
Hongkong Lands	250	\$75
Hampshire Estates	250	\$100 ea.
Kowloon Lands	250	\$100 ea.
Shanghai Lands	T. 30	\$80 a.
West Point	250	\$48 b.
Madala M'hole Hotel	P. 10	P. 10 a.
COTTON MILLS.		
Ewas	T. 50	T.90
Hongkong Cottons	250	\$4.75
MISCELLANEOUS.		
China-Borneo	250	\$10
Light and Power	250	\$1.10
Do. (Spec. shares)	250	\$1.10
China Provident	250	\$1.10
Dairy Farms	250	\$3.50 ea. & b.
Green Islands	250	\$3.50 ea. & b.
Hongkong Electric	250	\$31 1/2 b.
Hongkong Ice	250	\$210 b.
Hongkong Ropes	250	\$18
Langkats	G. 10	T.65 b.
Morning Post	25	\$25
Peak Tramway	250	\$11.50 b.
Do. (com)	25	\$1.10
Phillips Inc.	250	\$5 b.
H. Price & Co., Ltd.	250	\$125
Societe des Preferees	250	\$50
Papieries	250	\$50
Papieries	250	\$50
Shanghai-Sombras	T. 20	T.102
Steam Laundry	250	\$8 1/2
United Asbestos Oriental Agency, Ltd.	250	\$10
United Asbestos Founders Shares	250	\$500
Union Waterboat	250	\$7.50 b.
Weismann Ltd.	250	\$15 b.
Watson	250	\$5 a.
William Powell	250	\$4 1/2 b.

Corrected to 3 p.m. December 20, 1911, by WRIGHT AND HORNEY, Share

Central Brokers, Queen's Building, Tel. address: Rectitude.

"The Telegraph" does not hold itself responsible for any of the above quotations.

Exchange

Selling.	1/10 8/16
T/T Demand	1/10 8/16
30 d/s	1/10 5/16
60 d/s	1/10 5/16
4 m/s	1/10 7/16
T/T Shanghai	7 1/2
T/T Singapore	70
T/T Japan	80 1/2
T/T India	18 1/2
Demand India	18 1/2
T/T San Francisco and New York	44 1/2
T/T Java	111
T/T Manila	18 1/2
T/T Mexico	18 1/2
T/T Panama	18 1/2
4 m/s L/C	1/10 1/16
4 m/s D/P	1/10 1/16
6 m/s L/C	1/10 1/16
80 d/s Sydney & Melbourne	1/10 1/16
80 d/s San Francisco & New York	44 1/2
4 m/s Mark	19 1/2
4 m/s France	18 1/2
4 m/s Doon	18 1/2
4 m/s Doon	18 1/2
Bar Silver, ready	25 1/16
forward	25 1/16
Bank of England rate	4 1/2
Switzerland	10 7/8

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	10 min.
10.00 a.m. to 11.00 a.m.	10 min.
11.00 a.m. to 12.45 p.m.	10 min.
12.45 p.m. to 1.15 p.m.	10 min.
1.15 p.m. to 1.45 p.m.	10 min.
1.45 p.m. to 2.15 p.m.	10 min.
2.15 p.m. to 5.00 p.m.	10 min.
5.00 p.m. to 8.10 p.m.	10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m.	9.45 p.m. to 11.30 p.m. every 15 minutes.
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SUNDAYS.

WEEK DAYS.	
7.30 a.m.	8.00 a.m. to 10.30 a.m. every 15 min.
8.00 a.m.	10.30 a.m. to 11.00 a.m. 10 min.
10.30 a.m.	11.00 a.m. to 12.00 noon 10 min.
12.00 noon	1.00 p.m. to 1.30 p.m. 10 min.
1.30 p.m.	2.00 p.m. to 5.00 p.m. 10 min.
5.00 p.m.	6.00 p.m. to 7.00 p.m. 10 min.
7.00 p.m.	8.10 p.m. to 10.10 p.m. 10 min.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 3rd Nov., 1911.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property &c.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILL, ATTORNEY, &c.

Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 19th March, 1909. [14

First year

No dividend this year

50 cents for year ended 30.5.1

15 per cent. per ordinary share for year ended 31.5.1911.

5 per cent. for year ending 31.12.1910

10 per cent. for year ending 31.7.10

80 cents for 1910

N. LAZARUS

Ophthalmic Optician,

1a, D'Aguilar Street,

Hongkong.

Hongkong, 24th July, 1911. [239

SUN GLASSES.

Any tint made to any prescription.

No charge for testing sight.

Repairs of all description made by competent workmen.

N. LAZARUS

Ophthalmic Optician,

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BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL...\$1,000,000

RESERVE FUND...\$1,000,000

RESERVE LIABILITY OF PRO...

COURT OF DIRECTORS

G. H. Medhurst, Esq., Chairman

F. H. Armstrong, Esq., Deputy Chairman

W. L. Rattenbury, Esq., Director

Andrew Forbes, Esq., Director

G. Friedman, Esq., Director

G. H. Lamson, Esq., Director

CHIEF MANAGER

Hongkong—N. J. STARR

MANAGER

Shanghai—J. E. B. HUNTER

LONDON BANKERS—LONDON, COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED

ON CURRENT ACCOUNTS at the rate of 2 per cent.

ANNUUM on the daily balance.

ON FIXED DEPOSITS

For 3 months 3 1/2 per cent. per annum.

For 6 months 4 per cent. per annum.

For 12 months 4 1/2 per cent. per annum.

N. J. STARR, Chief Manager.

HONGKONG SAVING BANK.

THE BUSINESS of the above Bank is

conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed

at 2 1/2 per cent. per annum.

(Deposits may be made at the option of the depositor at the Hongkong and Shanghai Bank, to be placed on FIXED DEPOSIT at 4 per cent. per annum.)

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STARR, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1858.

HEAD OFFICE:—LONDON.

PAID-UP CAPITAL...£1,200,000

RESERVE FUND...£1,200,000

RESERVE LIABILITY OF PRO...

INTEREST ALLOWED ON CURRENT ACCOUNTS at the rate of 2 per cent.

ANNUUM on the daily balance.

ON FIXED DEPOSITS for 12 months 4 per cent.

For 6 months 3 1/2 per cent.

For 3 months 3 per cent.

W. S. DICKSON, Manager.

Hongkong, 1st May, 1911. [22

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

AUTHORIZED CAPITAL Yen 48,000,000

PAID-UP CAPITAL...80,000,000

RESERVE FUND...17,150,000

Head Office—YOKOHAMA.

Branches and Agencies at

Amoy-Hankow

Bombay

Changhai

Dairen (Dalny)

Fengtien (Mukden)

Hankow

Hongkong

Kobe

Liao-Yang

London

Lyons

Manila

Peking

Shanghai

Tientsin

Yokohama

Yokohama

Yokohama

Yokohama

Yokohama

Yokohama

Yokohama

Yokohama

Yokohama

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Yokohama

Banks

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Tsele 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.

BRANCHES:

CHRISTMAS and NEW YEAR
HOLIDAYS.